

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 1502

IN THE MATTER OF:

Served February 13, 1976

INTERSTATE TAXICAB RATES

)

Order No. 1306, served February 22, 1974, inter alia, prescribed the rates for transportation by taxicabs and other vehicles used in performing bona fide interstate taxicab service between points within the Metropolitan District 1/ but which are not licensed and regulated by one of the local jurisdictions within the Metropolitan District.

For reasons specified in Order No. 1306, the rates prescribed for such interstate taxicab service were established at the level which had been previously prescribed 2/ for similar service by taxicabs licensed and regulated by the District of Columbia Public Service Commission. In addition, such interstate taxicabs were required to meet the minimum insurance coverage requirements established for District of Columbia taxicabs.

Basically, the rates prescribed were the following: 70¢ for the first mile, 30¢ for each additional half-mile, and 20¢ for each additional passenger, with other rates and charges generally as prescribed for District of Columbia taxicabs.

1/ The Metropolitan District embraces the District of Columbia, the cities of Alexandria and Falls Church, the counties of Arlington and Fairfax, and political subdivisions of the State of Virginia located within those counties and that portion of Loudoun County, Virginia, occupied by the Dulles International Airport and the counties of Montgomery and Prince George's, in the State of Maryland, and political subdivisions of the State of Maryland located within said counties, and all other cities now or hereafter existing in Maryland or Virginia within the geographic area bounded by the outer boundaries of the combined area of said counties, cities and airport. See Compact, Title I, Article I.

2/ Order No. 1305, served February 22, 1974.

By Order No. 1500, served February 13, 1976, the Commission increased rates for interstate taxicab service between points within the Metropolitan District performed by taxicabs licensed and regulated by the District of Columbia Public Service Commission. ^{3/} Basically, the rates prescribed were: 60¢ for the first half-mile, 35¢ for each additional half-mile, and 40¢ for each additional passenger, with other rates and charges generally as prescribed for District of Columbia taxicabs.

As the Commission explained in Order No. 1295, served December 28, 1973:

The Commission has previously prescribed taxicab rates and requirements for minimum insurance coverage for all taxicab operations which it believed existed or might exist from one signatory to another within the confines of the Metropolitan District. However, the Commission's jurisdiction over taxicabs is limited as previously set forth and does not extend to the authority of taxicabs to so operate. There occurs the possibility of a taxicab operation from one signatory to another within the confines of the Metropolitan District for which a rate has not already been prescribed; that is, a taxicab or other vehicle used in performing a bona fide taxicab service having a seating capacity of eight passengers or less in addition to the driver which is not licensed in, domiciled in, and subject to the local jurisdiction of either the District of Columbia or one of the local suburban jurisdictions. To the extent that such a taxicab operation may now or in the future exist, the Commission is of the opinion that it has the duty and the power to prescribe reasonable rates for such transportation and to establish requirements for minimum insurance coverage. Because most (approximately 85%) of the taxicabs operated in the Metropolitan District are registered in the District of Columbia, the dominant interstate rate is that prescribed for District of

^{3/} In connection with the proceeding leading to Order No. 1500, the Commission received on January 5, 1976, a letter from Air Transit, Inc., which operates taxicabs at Dulles International Airport pursuant to contract with the Metropolitan Washington Airport Service of the Federal Aviation Administration. The letter suggested that the operations of Air Transit, Inc., be considered and included in that proceeding. Since that proceeding dealt solely with District of Columbia taxicabs, the Commission concluded that the suggestion was inappropriate. The operation of Air Transit, Inc., is included within the scope of this order.

of Columbia taxicabs. Accordingly, the Commission believes that the appropriate rate to prescribe is the rate currently in effect for interstate transportation in taxicabs licensed and domiciled in the District of Columbia. Likewise, the requirements for minimum insurance coverage will be established at the level of such coverage required of District of Columbia taxicabs. (Footnotes omitted; emphasis in original).

The Commission believes that the rationale then used in establishing such rates at the level prescribed for District of Columbia taxicabs continues to be valid and is sufficient to justify the increase of such rates to the level now prescribed for District of Columbia taxicabs.

THEREFORE, IT IS ORDERED:

1. That the rates for transportation by taxicabs and other vehicles used in performing bona fide interstate taxicab service between points within the Metropolitan District but which are not licensed and regulated by one of the local jurisdictions within the Metropolitan District, be, and they are hereby, prescribed as set forth in Appendix A attached hereto and made a part hereof, effective 4:00 A. M., Monday, March 1, 1976.

2. That operators of taxicabs engaged in operations as described above shall meet the minimum insurance coverage requirements established for District of Columbia taxicabs.

BY DIRECTION OF THE COMMISSION:

A handwritten signature in black ink, appearing to read "W. R. Stratton", written over a horizontal line.

WILLIAM R. STRATTON
Vice-Chairman

INTERSTATE TAXICAB RATES
FOR TAXICAB SERVICE WITHIN THE
WASHINGTON METROPOLITAN TRANSIT DISTRICT
(in taxicabs not licensed in, domiciled in,
and subject to the local regulation of either the
District of Columbia or one of the local
jurisdictions within the Metropolitan District)

60¢ First half-mile, or part thereof
35¢ Each additional half-mile, or part thereof
40¢ Each additional passenger

Hand baggage, including large bags of groceries or articles of similar size, in excess of one piece per passenger shall be charged for at the rate of \$.10 for each such piece. Brief cases and parcels of comparable size shall not be considered as hand baggage.

Trunks or similar large articles shall be charged for at the rate of \$1.00 each. A trunk is herein described as a piece of baggage having a minimum dimension or cubic content in excess of 32 inches by 18 inches by 9 inches or 3 cubic feet, respectively.

The charge for personal service shall be \$.50; taxicab service in response to a telephone call, \$.50 in addition to all other authorized charges; dismissal of a taxicab without using it after response to a telephone call, \$.50 in addition to the charge for responding; waiting time in excess of five minutes, \$.50 for each five minutes or fraction thereof up to a total of forty-five minutes after which the rate of \$1.50 for each fifteen minutes or fraction thereof shall apply.

The charge for a taxicab employed on an hourly basis shall be as follows:
For the first hour or fraction thereof - \$7.00;
For each additional fifteen minutes or fraction thereof - \$1.75.